



AGENDA - Meeting #2

October 17, 2011 2-4 p.m
Lake County Central Permit Facility

1. Welcome

2. Finalize Materials

- Approve meeting #1 summary
- Review and approve revised guiding principles

3. Pricing and Finance

4. Roadway Concepts

5. Working Group Break-out Sessions

- What are the biggest challenges?
- What are the opportunities?
- What information do we need?
- What should our first agenda include?

Mobility & Finance <i>Main Conference Room</i>	Design & Land Use <i>Lunch Room</i>	Environment & Sustainability <i>Extra Conference Room</i>
George Ranney & David Stolman	Randy Blankenhorn	Mike Sands
MarySue Barrett Jeff Braiman Howard Learner Jorge Ramirez Kathy Ryg Ann Schneider Doug Whitley	Carolina Duque Jacky Grimshaw David Kennedy Arlene Mulder Leanne Redden Leon Rockingham Maria Rodriquez	Gerald Adelman Chris Geiselhart Lynn Karner Mark Knigge Mike Sturino Jerry Weber Suzanne Zupec

6. Working Groups Report to Full Council

7. Public Comments

8. Next Steps

MEETING NOTES

IL Route 53/120 Blue Ribbon Advisory Council
Meeting 1, September 12, 2011, Lake County Central Permit Facility

The meeting was called to order by Kristi LaFleur at 2:07 p.m.

Ms. LaFleur described the process and the Council's role. She said that Governor Quinn wants to pursue transportation improvements that promote economic development. She briefly talked about today's meeting agenda and how this will be a new approach for evaluating the project. She indicated that the questions about IL 53/120 that need to be answered by the Council are 1) Should the Toll Highway Authority build it? 2) What should it look like? and 3) How do we pay for it?

ISTHA Director Bill Morris interjected that most of the Tollway Board members have committed to support the consensus decision, if such is achieved, of the Blue Ribbon Advisory Council.

Ms. LaFleur introduced the Co-chairs of the Council: David Stolman, Chairman of the Lake County Board, and George Ranney, Chairman of Prairie Holdings Corporation.

Mr. Stolman welcomed those present to the Lake County Permit Facility. Mr. Stolman described how the Permit Facility is an example of an innovative building in terms of work flow, structure and environment sensitivity. Mr. Stolman stated his support for the Central Lake County Corridor project and his hope that the Council will achieve consensus and the project can move forward.

Mr. Ranney stated that he has not supported the project over the years but feels that this is the process to consider a new approach to arrive at a reasonable conclusion. Mr. Ranney expressed 1) his confidence in the Tollway staff and their ability to facilitate the process; 2) he believes they will be able to provide innovative solutions to the design and financing challenges; and, 3) his confidence that the process will result in innovative ways to connect roadways and adjacent land use. Mr. Ranney also said that he is looking forward to having CMAP as a partner in this process. Mr. Ranney then introduced Randy Blankenhorn, Executive Director of the Chicago Metropolitan Agency for Planning.

Mr. Blankenhorn stated that he is looking forward to taking a new approach to implementing a regional capital project. He went on to say that prior regional transportation plans often contained 30 to 35 capital projects, none of which were ever implemented. The 2040 regional plan adopted last October contains only 5 fiscally constrained capital projects, one of which is the Central Lake County Corridor which when modeled as part of the 2040 roadway network outperformed the others in terms of congestion relief. CMAP and the region are looking forward to an innovative approach to the implementation of this project as a 21st century urban highway.

Self-introductions followed with each Council member giving a brief description of their respective affiliations.

Mr. Ranney then briefed the members on the Council's responsibilities:

- Alternates have been officially designated for some of the mayoral representatives. These alternates will have voting privileges.
- Other members may designate alternates but they will not have voting privileges nor may they participate in Council discussions. They may only voice their opinions during the time set aside for public comment.
- Communications will be accomplished electronically and will be coordinated through Michelle Graham.

Mr. Ranney stated as a disclosure that he and his wife currently hold interest in property shown to be in the path of the project.

Mr. Stolman presented a list of seven draft guiding principles to be used by the Council in evaluating the project. (See attached meeting materials)

Jacky Grimshaw stated that Principle number 2 should include a reference to preserving or enhancing the environment.

Mr. Stolman asked the Council members if there was any objection to this change to Principle number 2. There was no objection.

Howard Learner suggested adding the language "to the extent" after the word "concepts" in Principle number 3.

Mr. Stolman asked the Council members if there was any objection to adding this language. There was no objection.

Mary Sue Barrett suggested adding the words "and accessibility" after the word "mobility" in Principle number 1.

Mr. Stolman asked the Council members if there was any objection to the suggested language change. There was no objection.

Mayor Mulder stated that she would like to see the words innovation or innovative stressed in one of the principles even though it is implied throughout the process. A general discussion ensued as to where these terms should be inserted or whether an eighth principle should be added.

George Ranney suggested that perhaps staff could draft language that could be considered before the end of the meeting. (Proposed language related to innovation was not ready in time but will be available for consideration at the next Council meeting.)

Tollway Director Morris stated the obvious need to pay for whatever the project turns out to be, e.g. a smaller footprint, multi-modal accommodations, etc. There needs to be equity for both users and non-users of the facility. He also emphasized the need for the Council to reach a strong consensus; more than a simple majority, but a general agreement on one report to submit to the Tollway Board of Directors.

Mr. Ranney said that congestion pricing provides a means to address these issues and the Council needs to consider these topics as part of their deliberations.

Mr. Ranney presented the Council with information on and membership of the three working groups. Mr. Ranney asked if there were any comments regarding the working group structure. There were no comments. (See meeting materials) He indicated that members contact Michelle Graham if they want to change working group assignments.

Mr. Stolman presented the Council with a draft work meeting schedule. Members were instructed to contact Michelle Graham with any conflicts.

Senator Link suggested that the full Council should meet every month rather than every other month.

Kristi LaFleur indicated that additional meetings of the full Council may be scheduled as needed. She suggested that the bulk of the work will be done in the working groups and it may be more likely that additional working group meetings may be required.

Some members indicated that they will not be available to meet on certain dates on the schedule. It was asked if it will be possible to participate in working group meetings via conference call if necessary. Michelle Graham and Kristi LaFleur will tweak the schedule to accommodate members to the extent possible.

Mr. Ranney introduced Rocco Zucherro of the ISTHA and Matt Maloney of CMAP to give the Council members a brief historical perspective on previous work that has been done on the central Lake County Corridor. Rocco presented a slide that gave the timeline on the project starting in 1962 with the Route 53 project appearing in the first regional transportation plan prepared by the Chicago Area Transportation Study to the recently adopted Move Illinois capital program. (See meeting materials)

Rocco then described a number of previous studies which taken together constitute a comprehensive understanding of the corridor. He stated that there have been numerous arterial improvements within the study area that have been implemented over the past decades. He also indicated that approximately 60 to 70 percent of the right-of-way for the project has been either purchased or reserved by IDOT.

Rocco then presented a series of slides depicting various segments of the proposed alignment. Each slide depicted an alignment area approximately 300 feet in width. Rocco reviewed the various environmental, engineering and land acquisition challenges associated with each segment.

Kathy Ryg requested a list of the completed arterial improvements that Rocco referred to in his presentation.

Mary Sue Barrett inquired about economic development opportunities within the broader corridor.

Matt Maloney informed the Council about the Central Lake County Corridor and its relationship to the CMAP Go To 2040 Plan. It is one of only five constrained capital projects in the plan. It ranked the highest among the capital projects in relieving congestion and improving mobility in the region. The Go To 2040 Plan envisions the implementation of the Central Lake County Corridor as a 21st century urban highway built on a smaller footprint to minimize its impact on landscape. It also provides a unique opportunity to increase the region's commitment to public transit.

Mr. Stolman summarized the next steps in the process.

Mayor Mulder inquired as to whether any consideration has been given to depressing sections or all of the proposed roadway.

Mr. Stolman indicated that this is the type of issue that will be addressed in the working groups.

Chairman Koehler of McHenry County stated that McHenry County is firmly in support of this project from both a transportation and an economic development standpoint. He indicated that a direct connection with US Route 12 is important.

Mayor Knigge asked if the project will connect with Route 12.

Rocco Zucherro indicated that as currently proposed it does not connect with 12.

Kristi LaFleur indicated that everything is on the table regarding possible connections and project limits.

Director Morris asked about the segment of Route 53 between I 90 and Lake Cook Road. Will it remain a freeway in Cook County and a toll facility in Lake County?

George Ranney indicated that this is another issue to be addressed by the Council.

Eve Lee as a member of the public asked how the Council will be able to reach a consensus decision without the Villages of Grayslake and Mundelein at the table.

Mr. Stolman responded by saying that the mayors on the Council were not intended to represent individual municipalities. The five mayors on the Council represent agencies and larger constituencies such as the Lake and Northwest Cook Councils of Mayors, the Northwest Municipal Conference, the Lake County Municipal League and the Lake County Stormwater Management Commission.

The meeting adjourned at 4:09 p.m.

REVISED GUIDING PRINCIPLES

The Illinois Route 53/120 Blue Ribbon Advisory Council was convened in June 2011 to assist in the planning and potential building of the IL-53/120 North Extension in Lake County. The Council includes representatives of transportation, planning and local government agencies in Lake County, as well as members of the business, transportation and environmental advocacy community. **The Council supports the following guiding principles** as they seek to develop a regional consensus on whether the Tollway should move forward, the scope and configuration, the design and elements, and how to finance the project. *The Central Lake County Corridor extends north for 12.5 miles from the terminus of IL-53 and Lake Cook Road to just south of IL-120, extends east to the existing interchange at US-41, and extends west to terminate at US 12 and IL-120.*

1	Enhance mobility and accessibility , and relieve congestion , in the Central Lake County Corridor
2	Seek innovative design solutions for a safe, integrated, multi-modal corridor that preserves the environment and the character of nearby communities, and enhances their economic vitality
3	Analyze potential funding options and pursue corridor concepts to the extent that they are financially viable, fiscally sustainable and equitable.
4	Minimize environmental and long term development impacts of transportation infrastructure and operations
5	Promote environmental enhancements and sustainable practices in all aspects of project development, implementation and operations, and strive to improve the overall environment
6	Promote diversity in all aspects of project development, implementation and operations
7	Develop and apply innovations in all aspects of the project to create a 21 st Century, modern boulevard that serves as a national and international model
8	Cooperate with agencies and municipalities to deliver the Council's work in a transparent and accountable manner




IL ROUTE 53/120

Blue Ribbon Advisory Council

Meeting Two
October 17, 2011
2:00 to 4:00 p.m.
 Lake County Central Permit Facility




1




AGENDA

- ❑ **Last Meeting**
 - ❑ Approve meeting summary
 - ❑ Finalize and adopt guiding principles
- ❑ **Pricing and Finance**
- ❑ **Roadway Concepts**
 - ❑ Parkway examples
 - ❑ Initial concepts for 53/120
- ❑ **Working Group Break-outs and Reporting**
- ❑ **Public Comments**



2



APPROVE MEETING SUMMARY

MEETING NOTES

IL Route 53/120 Blue Ribbon Advisory Council
 Meeting 1, September 12, 2011, Lake County Central Permit Facility

The meeting was called to order by Matt LaFleur at 2:07 p.m.

Ms. LaFleur described the process and the Council's role. She said that Governor Quinn wants to pursue transportation improvements that provide economic development. She briefly talked about today's meeting agenda and how this will be a new approach for evaluating the project. She indicated that the questions about IL 53/120 that need to be answered by the Council are 1) Should the toll authority build it? 2) What should toll be and 3) how do we pay for it?


Steve Director de Mott introduced that most of the Tollway Board members have committed to support the consensus decision, if such is achieved, of the Blue Ribbon Advisory Council.

Mr. LaFleur introduced the Co-Chairs of the Council David Stalman, Chairman of the Lake County Board, and George Ranney, Chairman of Public Holdings Corporation.

Mr. Stalman welcomed those present to the Lake County Permit Facility. Mr. Stalman described how the Permit Facility is an example of an innovative building in terms of work flow, structure and environment. Mr. Stalman stated his support for the Central Lake County Corridor project and his hope that the Council will achieve consensus and the project can move forward.

Mr. Ranney stated that he has not supported the project over the years but feels that this is the process to consider a new approach to some of a reasonable conclusion. Mr. Ranney expressed 1) his confidence in the Tollway staff and their ability to facilitate the process 2) he believes they will be able to provide innovative solutions to the design and financing challenges, and 3) in his confidence that the project will be an innovative model to control roadway and adjacent land use. Mr. Ranney also said that he is looking forward to having CH2M as a partner in the process. Mr. Ranney then introduced Randy Bankersmann, Executive Director of the Chicago Metropolitan Agency for Planning.

Page 1 of 4




3

FINALIZE & ADOPT GUIDING PRINCIPLES

1	Enhance mobility and accessibility , and relieve congestion, in the Central Lake County Corridor
2	Seek innovative design solutions for a safe, integrated, multi-modal corridor that preserves the environment and the character of nearby communities, and enhances their economic vitality
3	Analyze potential funding options and pursue corridor concepts to the extent that they are financially viable, fiscally sustainable and equitable .
4	Minimize environmental and long term development impacts of transportation infrastructure and operations
5	Promote environmental enhancements and sustainable practices in all aspects of project development, implementation and operations, and strive to improve the overall environment
6	Promote diversity in all aspects of project development, implementation and operations
7	Develop and apply innovations in all aspects of the project to create a 21 st Century, modern boulevard that serves as a national and international model
8	Cooperate with agencies and municipalities to deliver the Council's work in a transparent and accountable manner

4





IL ROUTE 53/120
Blue Ribbon Advisory Council

Pricing and Finance


5



BACKGROUND

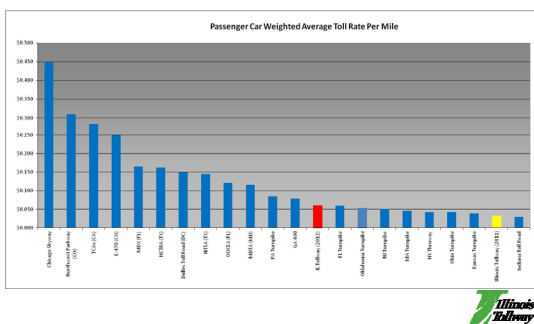
- **U. S. highway construction**
 - Traditionally funded through fuel taxes
 - Fuel taxes losing purchasing power
- **Increased use of tolling**
 - Tolls generate \$10 Billion/year nationally
 - 50% of new freeway centerline miles in last 10 years
 - 50% of all Interstates in NE Illinois are tolled

6





TOLL RATES



7

TRADITIONAL APPROACH TO TOLLING

- **Toll rates**

- Basic philosophy = maximum service for lowest tolls
- Typically set to cover debt service, O&M
- Most tolls are flat, not variable
- Tolls can be adjusted to respond to demand

8

SELF-FINANCED VS. SYSTEM-FINANCED

- **Stand-Alone toll roads**

- ❑ New toll roads involve higher uncertainty and risk
- ❑ More costly to finance
- ❑ Typically not feasible as stand alone without significant subsidy

- ❑ **System-wide resources to add new toll roads**

- Lower risk to investors
- Easier to obtain financing
- Allows lower tolls on extensions
- Provides regional benefits – congestion relief to other roads etc.

9

CASHLESS TOLLING

- ❑ **Different from Open Road Tolling**
- ❑ **Benefits of Cashless (All Electronic) Tolling**
 - ❑ Facilitates variable/dynamic pricing
 - ❑ Allows use of pricing to manage traffic demand
 - ❑ Reduces capital and operating costs
 - ❑ Improves traffic operations
 - ❑ Reduces environmental impacts



10

VALUE PRICING

- ❑ **Value Pricing**
 - ❑ Use price as a traffic management tool
 - ❑ Charge users based on the true cost of congestion they impose on others
 - ❑ Price all lanes versus select lanes
- ❑ **Speed**
- ❑ **Access**




11

TYPICAL GOALS FOR VALUE PRICING

- ❑ Reduce congestion / provide for free-flow expressways
- ❑ Improve safety and quality of life
- ❑ Benefit the environment / reduce fuel consumption
- ❑ Divert to transit and other modes
- ❑ Provide additional transportation options
- ❑ Generate revenue to reinvest in transportation improvements




12




FINANCING CONCEPTS

- Value pricing
- Revenue from existing Tollway system
- Value capture
- Federal tools – TIFIA, Private Activity Bonds
- Public-Private Partnerships
- Fees and taxes




13




IL ROUTE 53/120

Blue Ribbon Advisory Council




Parkways



14



Merritt Parkway, Connecticut




15






George Washington Memorial Parkway, DC




16








George Washington Memorial Parkway, DC



17



Paris Pike, Kentucky



18



U.S. 285, Denver Region






19




IL ROUTE 53/120

Blue Ribbon Advisory Council

Roadway Concepts




20



APPROACH

- Multiple possibilities for 53/120 design
- Finding the right balance / tradeoffs
 - Mobility and accessibility
 - Safety
 - Revenue
 - Environmental impacts
 - Land use
 - Aesthetics



21



INITIAL CONCEPTS

- Starting point for discussion
- What's possible / what could fit
- Discuss general pros and cons
- Future Working Group meetings will consider details



22



4-LANE OPEN MEDIAN (180')




23



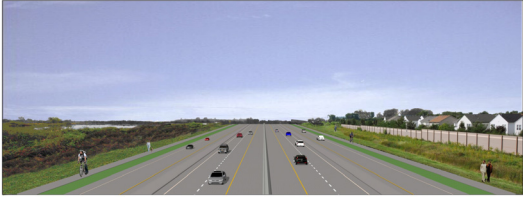
4-LANE WITH TRANSIT IN MEDIAN (240')



24




4-LANE WITH BARRIER (196')




← 196' →


This roadway concept is similar to Palatine Road




25




4-LANE ASYMMETRICAL (224')




← 224' →




26




6-LANE (170')




← 170' →




27




INTERCHANGE DESIGN




Comparison of single-point interchange and a traditional cloverleaf interchange - St. Louis, MO




28



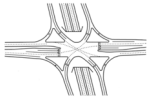

INTERCHANGE DESIGN




Single-point urban interchange
Memphis, TN




Single-point urban interchange
Altoona, WI



29



INTERCHANGE DESIGN




Roundabout interchange
Carmel, IN





30



31



Roundabout interchange
Vail, CO




32





Interchange of AP-41 and M-413 southwest of Madrid. At-grade roundabout intersection between ramps and surface street.

Interchange of M-45 and Avenida del Mayorazgo. Roundabout interchange directly over freeway.




33



IL ROUTE 53/120

Blue Ribbon Advisory Council

WORKING GROUP
BREAK-OUTS






BREAK-OUT SESSIONS

- **Each working group to discuss:**
 - Challenges
 - Opportunities
 - Information needs
 - First meeting agenda
- **Report to full Council**
- **Staff will use input to generate work plan/schedule for each working group**




34




IL ROUTE 53/120

Blue Ribbon Advisory Council

WORKING GROUP REPORTS




35



NEXT MEETINGS – WORKING GROUPS

- **Mobility & Finance**
November 7, 1:00 – 2:30 pm
- **Design & Land Use**
November 7, 2:30 – 4:00 pm
- **Environment & Sustainability**
November 14, 2:00 – 3:30 pm
- All meetings at Lake County Central Permit Facility



36